



STATE OF ILLINOIS
Traffic Incident Management
Student Handout
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Illinois Department
of Transportation



ILLINOIS CENTER FOR
TRANSPORTATION



Illinois Tollway



Objectives

Lesson 1 INTRODUCTION

1. Describe the purpose of the National TIM(Traffic Incident Management) Responder Training Program
2. Identify the dangers encountered by responders working in or near traffic
3. Define TIM and safe, quick clearance

Lesson 2 TIM LAWS, STANDARDS, AND TERMINOLOGY

1. List the principal laws that relate to responder safety and safe, quick clearance
2. Describe how the Manual on Uniform Traffic Control Devices (MUTCD) relates to TIM
3. Identify common roadway and lane designation terminology

Lesson 3 COMMUNICATION AND COMMAND

1. Describe the important role public safety communications centers play in incident response
2. Identify the typical responsibilities of a Transportation Management Center (TMC)
3. List the key information that should be included in a scene size-up report
4. Describe both the need and the requirements for establishing and participating in the Incident Command System (ICS)
5. Identify when it is appropriate to implement Unified Command

Lesson 4 VEHICLE POSITIONING

1. Differentiate between Move It and Work It incidents
2. Describe vehicle positioning and blocking
3. Define Lane +1 blocking and describe the need for it

Lesson 5 SCENE SAFETY

1. Describe the value of emergency vehicle markings and lighting as it relates to scene safety
2. Describe high-visibility safety apparel (HVSA) requirements for responders
3. Describe safe practices for working around moving traffic

Lesson 6 TRAFFIC MANAGEMENT

1. Identify the four main components of a Traffic Incident Management Area
2. Summarize the importance of advance warning and protecting the queue
3. Describe the need for, and how to set up, a taper
4. Describe the purpose of buffer spaces and how they are impacted by vehicle positioning

Lesson 7 SCENE HAZARDS AND OTHER CONSIDERATIONS

1. Identify the safety concerns related to responding to an incident involving a vehicle fire
2. Summarize how hazardous materials and vehicle fluid spills can impact incident response activities
3. Describe the primary goal of a crash investigation and the importance of preserving short-lived evidence

Lesson 8 CLEARANCE AND TERMINATION

1. Describe quick clearance strategies for both minor incidents and incidents that involve tractor trailers and/or spilled cargo
2. List the type of information that must be provided to towing and recovery to facilitate their response
3. Describe the major activities that take place during termination and identify safety related considerations for scene breakdown

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LESSON 1: INTRODUCTION

1.1 Describe the purpose of the National TIM Responder Training Program

The National TIM Responder Training Program was designed to establish the foundation for and to promote consistent training of all responders to achieve the TIM National Unified Goal (NUG). The TIM NUG is a commitment to:

- The Safety of Responders and All Road Users
- Safe, Quick Clearance
- Communication, Coordination, and Cooperation

1.2 Identify the dangers encountered by responders working in or near traffic

Each year, dozens of responders are struck and killed while working at roadway incidents. Many more are struck and injured. Drivers who are drunk, drugged, drowsy, or distracted are dangerous for responders both in and out of their vehicles at incident scenes.

1.3 Define TIM and safe, quick clearance

TIM consists of a planned and coordinated multidisciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. **Safe, quick clearance** is the practice of rapidly, safely, and aggressively removing temporary obstructions from the roadway to enhance safety, minimize delay, and restore traffic.



LESSON 2: TIM LAWS, STANDARDS, AND TERMINOLOGY

2.1 List the principal laws that relate to responder safety and safe, quick clearance

There are three principal laws that support safe, quick clearance and responder safety:

1. **Move Over Laws** – require drivers change lanes when possible and/or reduce vehicle speed when approaching emergency vehicles stopped on or next to a roadway.
2. **Driver Removal Laws** – require drivers to move their vehicles out of travel lanes when they are involved in minor crashes with no serious injuries.
3. **Authority Removal Laws** – provide authority (and immunity from liability in general) for designated public agencies to remove vehicles and/or spilled cargo from the roadway to restore traffic flow.

2.2 Describe how the Manual on Uniform Traffic Control Devices (MUTCD) relates to TIM

The MUTCD is a national standard to promote uniformity in traffic control signs, signals, and markings throughout the United States. Part 6 of the Manual describes temporary traffic control zones and specifically traffic incident management areas.

2.3 Identify common roadway and lane designation terminology

Plain English is a useful way to describe locations, roadway features, and incident characteristics.

Upstream describes vehicles approaching an incident scene, while **downstream** describes those that have already past. A **queue** is a backup of traffic, either stopped or slowing, resulting from an incident.

Lane numbering can simplify describing the location on a roadway, numbering lanes beginning with 1 on the inside-most lane, in the direction of travel. **Managed lanes** are like highways within a highway, often requiring a vehicle type, number of occupants, or payment of a toll to use. When present, managed lanes are referred to as such, and **general-purpose lanes** are subsequently numbered beginning with 1.



LESSON 3: COMMUNICATION AND COMMAND

3.1 Describe the important role public safety communications centers play in incident response

Public safety communications centers, like public safety answering points (911), are often the first to learn of a traffic incident from an involved person or a passing motorist. They gain specific information about the incident and dispatch appropriate resources, working with allied agencies as needed.

3.2 Identify the typical responsibilities of a Transportation Management Center (TMC)

- Monitor traffic conditions (CCTV, roadway detectors, public safety contacts)
- Provide real-time traveler information (511, social media, changeable message signs)
- Provide traffic and incident information (media, public safety partners, other transportation centers)
- Control traffic management devices (traffic signals, ramp meters)
- Monitor traffic management and intelligent transportation system devices to ensure proper function

3.3 List the key information that should be included in a scene size-up report

Upon first arriving on-scene, an initial or windshield size-up report should be given to the communications center that includes:

- Unit identification
- Exact location of incident
- Number and type of vehicles involved
- Degree of damage
- Number of lanes closed
- Hazards or unique safety concerns
- Establishment of Command

3.4 Describe both the need and the requirements for establishing and participating in the Incident Command System (ICS)

Required by the MUTCD and the National Incident Management System (NIMS), ICS is a standardized, on-scene, all-hazards incident management concept that allows users to adopt an organizational structure for handling an incident without being hindered by jurisdictional boundaries. The goals of ICS are:

- Safety of responders and others
- Achievement of tactical objectives
- Efficient use of resources

3.5 Identify when it is appropriate to implement Unified Command

Unified Command is a joint management and authority structure in which two or more individuals share the role of Command. Unified Command typically is fulfilled by a team of individuals already having authority within their discipline or responding agency. Unified Command is most appropriate for major incidents involving multiple agencies.



LESSON 4: VEHICLE POSITIONING

4.1 Differentiate between Move It and Work It incidents

When possible, moving the incident is preferred since it clears the roadway and reduces responder exposure. Determining if a vehicle or vehicles can be relocated is called “move it” or “work it.”

Move it refers to moving an incident to a safer location like a shoulder or parking lot.

Work it is a term that reflects a situation where involved vehicles cannot be moved because of damage, injury to occupants, or other issues.

4.2 Describe vehicle positioning and blocking

Positioning emergency vehicles to establish a safe work area is a foundational decision for responders arriving at an incident scene, and it is critical to protecting both emergency responders and motorists.

Safe-positioned, as defined by the MUTCD, is the positioning of emergency vehicles at an incident in a manner that attempts to:

- Protect the responders performing their duties
- Protect road users traveling through the incident scene
- Minimize, to the extent practical, disruption of the adjacent traffic flow

The first emergency vehicle that arrives at an incident scene is responsible for positioning their vehicle as an initial block.

Blocking is the act of positioning a responder vehicle upstream of an incident to obstruct the flow of moving traffic in one or more lanes, and/or the shoulder. Blocking begins with just those lanes that are involved in the incident, including the shoulder, and can be accomplished with the responder vehicle positioned parallel to travel lanes or angled.

4.3 Define Lane +1 blocking and describe the need for it

To protect responders and motorists at an incident scene, it may be necessary to close additional lanes for a brief time. This protocol is referred to as **Lane +1 blocking** and occurs when responders block the involved lane(s), including the shoulder, plus one additional lane to provide a protected lateral space for safety. Patient treatment and movement, extrication, firefighting, crash investigations, and recovery operations are all examples of situations that may require Lane +1 blocking.

Once response activities no longer require the extra space for safety, blocking should be reduced to the involved lanes only. A good rule of thumb is to take only as many lanes as you need for as long as you need them and then give them back as soon as safely possible.



LESSON 5: SCENE SAFETY

5.1 Describe the value of emergency vehicle markings and lighting as it relates to scene safety

Making responder vehicles more visible improves safety by reducing the chances they will be hit at incident scenes.

Conspicuity refers to the ability of a vehicle to draw attention to its presence, even when other road users are not actively looking for it.

Vehicle markings are passive treatments that complement emergency lighting by using:

- Contrasting colors that make the vehicle stand out
- Fluorescent colors to increase daytime visibility
- Retro-reflective materials to maximize nighttime visibility

Section 6I.05 of the MUTCD specifically covers the use of emergency-vehicle lighting and recognizes that the use of emergency-vehicle lighting is essential, especially in the initial stages of a traffic incident, for the safety of responders and motorists approaching the incident.

Although an important tool for warning drivers, most emergency-vehicle lighting does little to augment traffic control or guide drivers, therefore more is not always better where emergency-vehicle lighting is concerned. The use of too many lights at an incident scene can distract and create confusion for approaching road users (and other responders), especially at night.

The MUTCD recommends that the use of emergency-vehicle lighting be reduced if good traffic control has been established at a traffic incident scene.

5.2 Describe high-visibility safety apparel (HVSA) requirements for responders

MUTCD Section 6D.03 states:

"All workers, including emergency responders, within the right-of-way of a roadway who are exposed either to traffic (vehicles using the highway for purposes of travel) or to work vehicles and construction equipment SHALL wear high-visibility safety apparel (HVSA)..."

MUTCD Section 6D.03 specifically addresses the use of HVSA by law enforcement and states that when uniformed law enforcement personnel are used to direct traffic; to investigate crashes; or to handle lane closures, obstructed roadways, and disasters, HVSA shall be worn. The MUTCD does not require the use of HVSA for law enforcement activities such as traffic stops.

Firefighters and other responders are exempt from MUTCD HVSA requirements when they are engaged in emergency operations that directly expose them to flame, fire, heat, and/or hazardous materials.

5.3 Describe safe practices for working around moving traffic

All responders are encouraged to remain on the non-traffic side of response and incident vehicles as much as possible.

General Safety Considerations:

- Always wear your seat belt
- Never trust approaching traffic in either direction
- Never turn your back to approaching traffic
- Maintain an awareness of:
 - Where you are

- Where you can go (escape route)
- Where you cannot go (bridges, on-coming traffic, etc.)
- Never stand between vehicles
- Instruct civilians where to stay, out of harm's way



LESSON 6: TRAFFIC MANAGEMENT

6.1 Identify the four main components of a Traffic Incident Management Area

A Traffic Incident Management Area is a type of temporary traffic control zone that is described in MUTCD Part 6. Although a highway work zone and a Traffic Incident Management Area have similarities, the time available to plan and the availability of resources results in significant differences between the two. Despite differences, the four main components of a Traffic Incident Management Area are the same as any temporary traffic control zone:

- **Advance Warning Area** – established upstream of the incident to alert drivers of the upcoming incident scene. All advance warning devices should also be upstream of any traffic queues so that warning is given to road users before encountering stopped traffic.
- **Transition Area** – section of roadway where drivers are redirected out of their normal path. Transition Areas usually involve the strategic use of tapers, which can be set up using cones or flares.
- **Activity Area** – section of the roadway where incident response activities take place and is comprised of the:
 - **Upstream (Longitudinal) Buffer Space** – which separates the Transition Area from the Incident Space and provides a recovery area for errant vehicles.
 - **Incident Space** – location where the incident has occurred and emergency responders are working. A blocking vehicle should be positioned at the upstream end of the Incident Space to protect workers from impacts by errant vehicles.
- **Termination Area** – used to notify drivers that the Traffic Incident Management Area is ending and they may resume normal driving. The Termination Area includes the downstream buffer space and taper, which is in place to protect emergency responders working at the end of the Incident Space.

6.2 Summarize the importance of advance warning and protecting the queue

Wet roads can double the average motorist's stopping distance over that for dry road conditions, and poor visibility can lengthen driver reaction time. Therefore, additional or extended advance warning may be necessary during adverse conditions, such as rain, snow, ice, smoke, fog, or darkness.

Additional or earlier advance warning may also be necessary due to limited sight distances created by roadway geometries, such as hills, curves, bridges, or intersections.

A well-positioned responder vehicle, upstream of the incident scene with its lights on, can serve as advance warning until signs or other traffic control devices are in place.

6.3 Describe the need for, and how to set up, a taper

Tapers are used in Transition Areas to redirect drivers out of their normal path. Tapers can be set up using cones, flares, reflectors, or other channelizing devices. Channelizing devices used to establish a taper are typically placed no further apart in feet than the speed limit (i.e., in a 35 mph zone the cones would be placed 35 feet apart). However, responders can also use roadway skip lines of 10 walking paces to establish uniform spacing when setting up a taper.

Taper Setup Methodology:

1. The responder retrieves available cones from the trunk, placing one a reasonable distance from the responder vehicle on the edge line, allowing for a buffer.
2. Walking along the shoulder, facing traffic, a cone is subsequently placed on the edge line at each skip line (alternatively, they can be placed every 10 paces).
3. When the last cone has been placed on the edge line, the responder begins walking backward until the next cone is reached.
4. The responder takes one lateral step into the travel lane and places the cone, immediately returning to the shoulder – facing traffic.
5. The responder again walks backward until the next cone is reached and then takes two lateral steps into the travel lane to place the cone, immediately returning to the shoulder.
6. The steps are repeated until all cones are deployed.

6.4**Describe the purpose of buffer spaces and how they are impacted by vehicle positioning**

At an incident scene, the two types of buffers that may be established as part of the Traffic Incident Management Area are longitudinal buffer spaces and lateral buffer spaces. The Upstream (Longitudinal) Buffer Space covers the distance between the Transition Area and the Incident Space. By definition, it is a recovery area for errant vehicles, so no responder vehicles should be parked in the Upstream Buffer Space.

The Upstream Buffer Space in TIM applications will typically be fairly short due to the limited availability of channelizing devices. When additional resources are available, the buffer should be expanded to better accommodate errant vehicles.

Lateral Buffer Space is the area between the Incident Space and the adjacent travel lanes and can be beneficial because it allows more room for responders to work. The lateral buffer space can be increased through the use of Lane +1 blocking when necessary. When lateral buffer spaces are used, it is recommended that the entire lane be closed and that partial lane closures be avoided.

**LESSON 7: SCENE HAZARDS AND OTHER CONSIDERATIONS****7.1****Identify the safety concerns related to responding to an incident involving a vehicle fire**

A vehicle fire presents a danger zone that specifically includes the area directly in front of and behind the burning vehicle where projectiles, like pistons, may launch from the vehicle. Non-firefighting responders should remain clear of all sides of a burning vehicle and remain uphill and upwind of the incident.

The smoke created by a vehicle fire and the steam created while extinguishing the fire can affect both responder and motorist visibility at the incident scene.

7.2**Summarize how hazardous materials and vehicle fluid spills can impact incident response activities**

Hazardous materials (hazmat) can be identified through labels, markings, or placards. Labels are placed on the actual item or the individual package containing the material.

The presence of a hazmat placard does not always mean a hazmat response is required.

Accurately identifying that a hazmat team response is not required means quicker clearance of the incident.

Agencies should be capable of the following actions when hazardous materials are involved in a traffic incident:

- Identify reportable quantities
- Determine what response is required
- Understand the capabilities of local responders

Individual responders should limit themselves to only working on spills or leaks of a magnitude that are within their capabilities, training, and equipment.

Dedicated hazmat teams should be used to deal with those incidents that fall outside of the capabilities of on-scene responders.

For vehicle fluids, it is important to make every effort to stop the spill from reaching any type of waterway, including catch basins, sewers, and/or storm drains.

Absorbent materials and other equipment to assist with vehicle fluids are usually carried by towing and fire departments.

7.3**Describe the primary goal of a crash investigation and the importance of preserving short-lived evidence**

The foundation of traffic crash investigations involves the collection of information that ultimately helps understand when, where, and why crashes occur.

It is the responsibility of all incident responders to ensure that the incident scene is preserved by refraining from removing, moving, or eradicating physical evidence. Responders should take only those actions needed to complete their own area of responsibility with minimal disturbance to the scene unless authorized or assigned.

Short-Lived Evidence – evidence that will most likely be lost, destroyed, or compromised once the scene has been cleared. Examples of short-lived evidence include fire marks, debris fields, gouges, scrapes, fluid trails, blood, hair, and fibers. Critical short-lived evidence can disappear when walked on by responders, driven over, flushed away with water, or unintentionally swept away with a broom.

**LESSON 8: CLEARANCE AND TERMINATION****8.1****Describe quick clearance strategies for both minor incidents and incidents that involve tractor trailers and/or spilled cargo**

For minor incidents, if an involved vehicle is still functional, having the driver move it out of travel lanes is a simple, quick clearance strategy. If the vehicle is not operational or is damaged, a responder vehicle with a push bumper can clear it out of the roadway. When a tow truck is required, the request must be made as soon as possible, even if the vehicle has been relocated to the shoulder.



Typically, when a commercial vehicle has spilled cargo, the trucking company and/or insurance provider must be contacted, and they may request that the cargo be salvaged. However, salvage operations can result in significant clearance and traffic delays. If authority removal legislation is in place, determine if the vehicle and/or spilled cargo can be pushed to the shoulder to open travel lanes more quickly.

Safe, Quick Clearance Strategies:

- Work with a sense of urgency to reduce the exposure to risks for both responders and motorists
- Use Unified Command and incorporate safe, quick clearance into the incident objectives
- Complete tasks concurrently whenever possible
- Regularly assess traffic control and on-scene activities to determine if additional lanes can be opened
- Use all available resources for clearance activities
- Think outside of the box and consider how things could be done differently

8.2

List the type of information that must be provided to towing and recovery to facilitate their response

Tow operators depend on getting timely, accurate information from those on the scene.

For requesting responders, do not tell towing what you need, tell them what you have.

The Towing and Recovery Association of America (TRAA) Vehicle Identification Guide lists the information that towing dispatchers need to secure the appropriate towing vehicle, including:

- Year, make, and model of vehicle
- DOT classification
- Location and scene access
- Reason for tow
- Additional vehicle or crash details

8.3

Describe the major activities that take place during termination and identify safety related considerations for scene breakdown

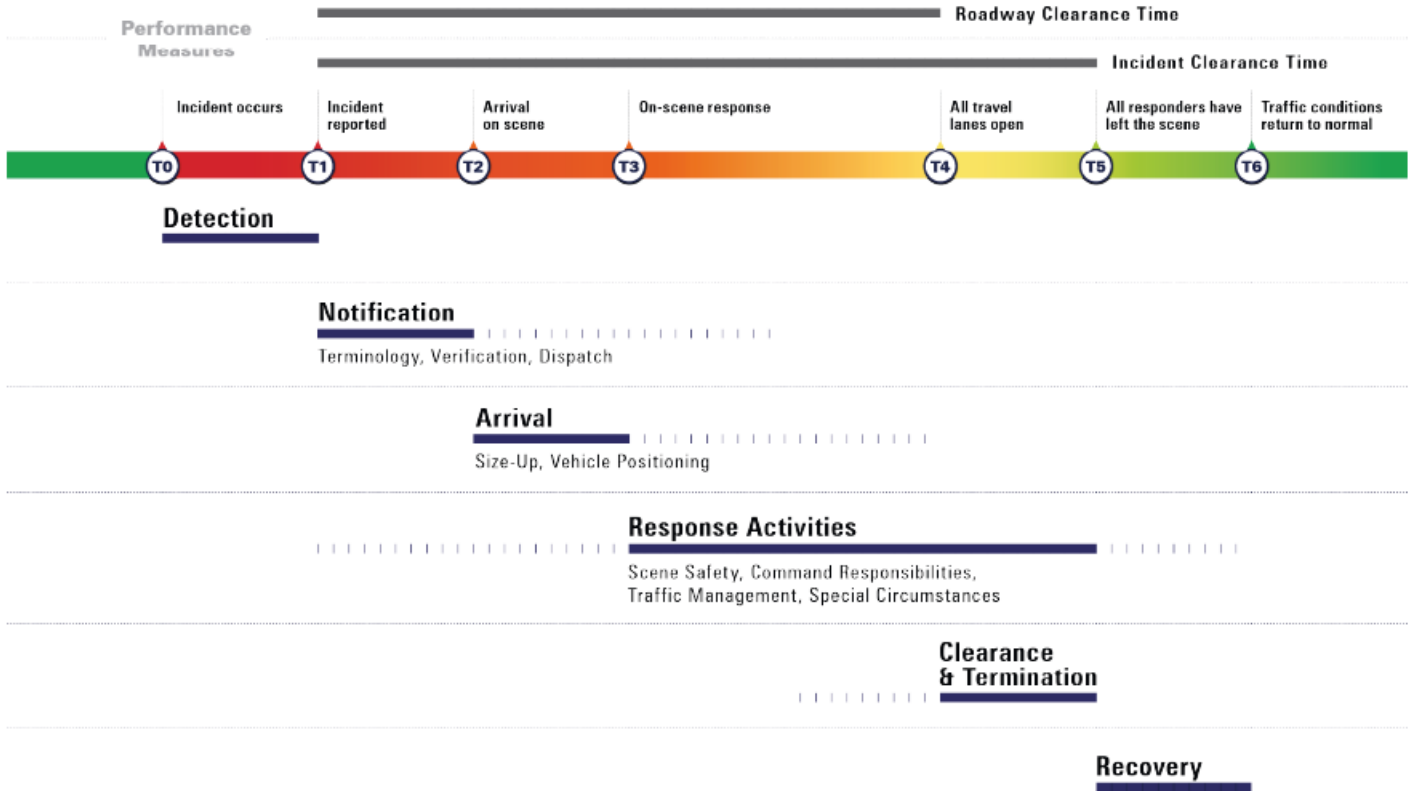
Termination is the final stage of incident response and includes demobilizing and removing all equipment, personnel and response vehicles, and restoring traffic flow to normal.

Termination Checklist

- Protect towers while they finish up
- Remove temporary traffic control devices
- Lift the detour or alternate route
- Let communications centers and TMC know that lanes are open
- Ensure all personnel are accounted for
- Check with Incident Commander before leaving



TIM Timeline

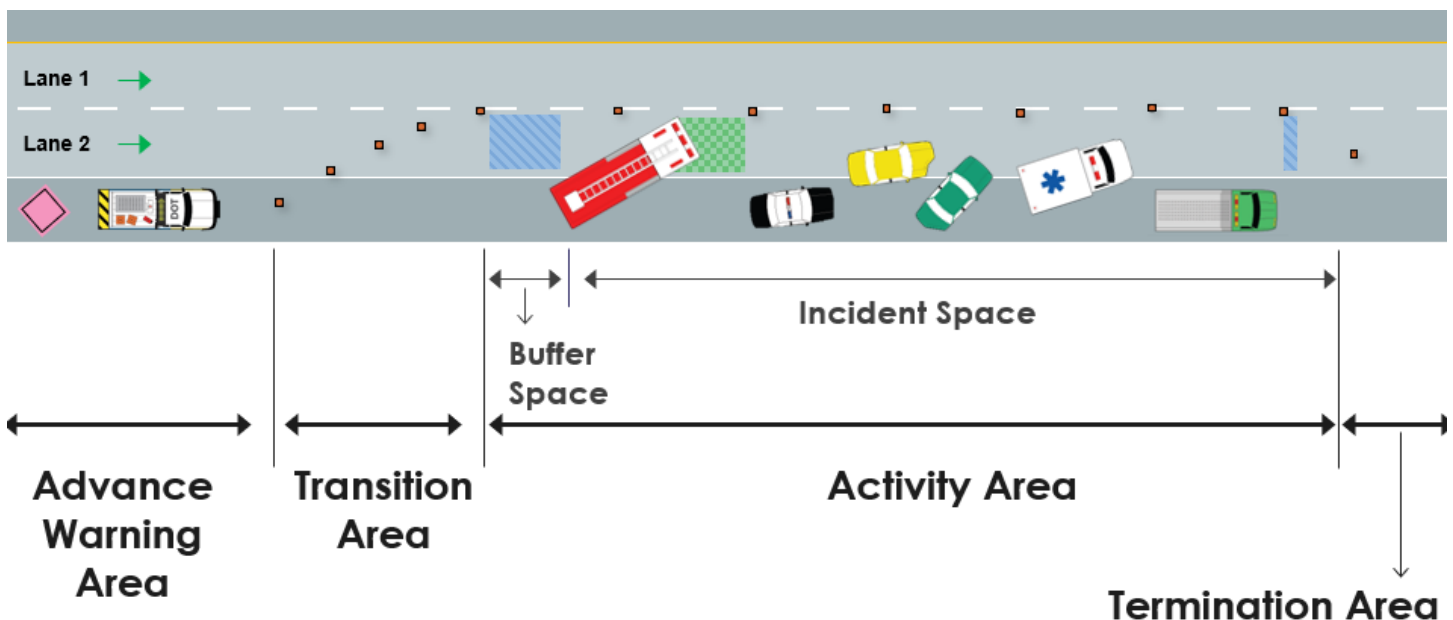




Describe the four main components of a Traffic Incident Management Area

A Traffic Incident Management Area is a type of temporary traffic control zone that is described in MUTCD Part 6. While there are similarities between a highway work zone and a Traffic Incident Management Area, the time available to plan and the availability of resources results in significant differences between the two. Despite differences, the four main components of a Traffic Incident Management Area are the same as any temporary traffic control zone:

- **Advance Warning Area** – established upstream of the incident to alert drivers of the upcoming incident scene. All advance warning devices should also be upstream of any traffic queues so that warning is given to road users before encountering stopped traffic.
- **Transition Area** – section of roadway where drivers are redirected out of their normal path. Transition Areas usually involve the strategic use of tapers, which can be set up using cones or flares.
- **Activity Area** – section of the roadway where incident response activities take place and is comprised of the:
 - » **Upstream (Longitudinal) Buffer Space** – separates the Transition Area from the Incident Space and provides a recovery area for errant vehicles. No vehicles should be positioned within the Upstream Buffer Space.
 - » **Incident Space** – location where the incident has occurred and emergency responders are working. A blocking vehicle should be positioned at the upstream end of the Incident Space to protect workers from impacts by errant vehicles.
- **Termination Area** – used to notify drivers that the Traffic Incident Management Area is ending and they may resume normal driving. The Termination Area includes the downstream buffer space and taper, which is in place to protect emergency responders working at the end of the Incident Space.





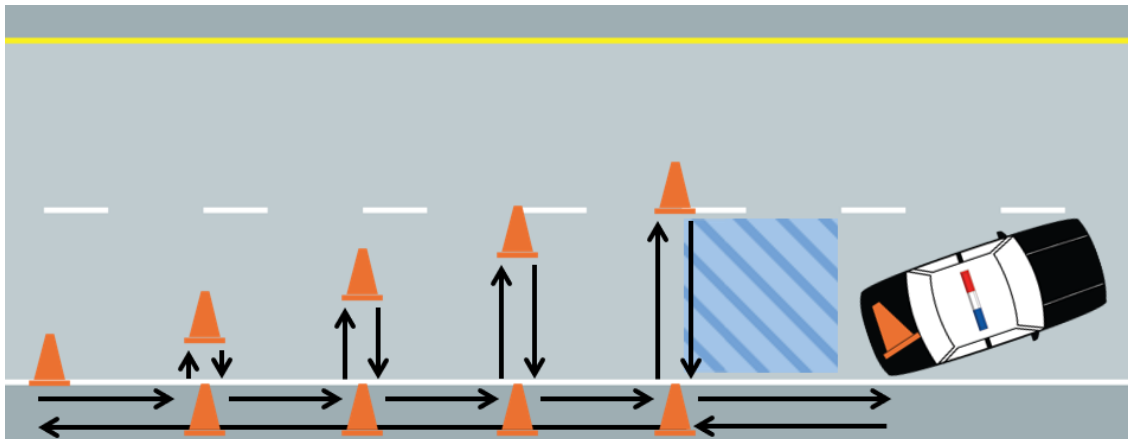
Describe the need for, and how to set up, a taper



Traffic Cones

Tapers are used in Transition Areas to redirect drivers out of their normal path. Tapers can be set up using cones, flares, reflectors, or other channelizing devices. Channelizing devices used to establish a taper are typically placed no further apart in feet than the speed limit (i.e., in a 35 mph zone the cones would be placed 35 feet apart). However, responders can also use roadway skip lines or 10 walking paces to establish uniform spacing when setting up a taper.

Using this methodology while maintaining situational awareness and following personal safety best practices, like never turning your back on traffic, helps minimize the exposure of the responder. One emerging concept to consider, when possible, is to use an upstream responder vehicle to provide a protective block while tapers are being setup or taken down.



Taper Setup Methodology

1. The responder retrieves available cones from the trunk placing one a reasonable distance from the responder vehicle on the edge line, allowing for a buffer
2. Walking along the shoulder, facing traffic, a cone is subsequently placed on the edge line at each skip line (alternatively, they can be placed every 10 paces)
3. When the last cone has been placed on the edge line, the responder begins walking backwards until the next cone is reached
4. The responder takes one lateral step into the travel lane and places the cone, immediately returning to the shoulder – facing traffic
5. The responder again walks backwards until the next cone is reached and then takes two lateral steps into the travel lane to place the cone, immediately returning to the shoulder
6. The steps are repeated until all cones are deployed

Termination Checklist

- 1. **Protect towers while they finish up**
- 1. **Remove temporary traffic control devices**
- 1. **Lift the detour or alternate route**
- 1. **Let communications centers and TMC know that lanes are open**
- 1. **Make sure all personnel are accounted for**
- 1. **Check with Incident Commander prior to leaving**



ILLINOIS T.I.M. RELATED LAWS

625 ILCS 5/11-907(c) – *ILLINOIS MOVE OVER LAW "SCOTT'S LAW"*

(c) Upon approaching a stationary authorized emergency vehicle or emergency scene, when the stationary authorized emergency vehicle is giving a visual signal by displaying oscillating, rotating, or flashing lights as authorized under Section 12-215 of this Code, a person who drives an approaching vehicle shall:

(1) proceeding with due caution, yield the right-of-way by making a lane change into a lane not

adjacent to that of the authorized emergency vehicle, if possible with due regard to safety and traffic conditions, if on a highway having at least 4 lanes with not less than 2 lanes proceeding in the same direction as the approaching vehicle and reduce the speed of the vehicle to a speed that is reasonable and proper with regard to traffic conditions and the use of the highway to avoid a collision and leaving a safe distance until safely past the stationary emergency vehicle; or

(2) if changing lanes would be impossible or unsafe, proceeding with due caution, reduce the speed of the vehicle to a speed that is reasonable and proper with regard to traffic conditions and the use of the highway to avoid a collision, maintaining a safe speed for road conditions and leaving a safe distance until safely past the stationary emergency vehicles.

The visual signal specified under this subsection (c) given by a stationary authorized emergency vehicle is an indication to drivers of approaching vehicles that a hazardous condition is present when circumstances are not immediately clear. Drivers of vehicles approaching a stationary authorized emergency vehicle in any lane shall heed the warning of the signal, reduce the speed of the vehicle, proceed with due caution, maintain a safe speed for road conditions, be prepared to stop, and leave a safe distance until safely passed the stationary emergency vehicle.

As used in this subsection (c) and subsection (c-5), "authorized emergency vehicle" includes any vehicle authorized by law to be equipped with oscillating, rotating, or flashing lights under Section 12-215 of this Code, while the owner or operator of the vehicle is engaged in his or her official duties. As used in this subsection (c) and subsection (c-10), "emergency scene" means a location where a stationary authorized emergency vehicle as defined by herein is present and has activated its oscillating, rotating, or flashing lights.

(c-5) The driver of a vehicle shall yield the right-of-way to any authorized emergency vehicle obviously and actually engaged in work upon a highway, whether stationary or not, and displaying flashing lights as provided in Section 12-215 of this Act.

(c-10) The driver of a vehicle shall yield the right-of-way to an emergency worker obviously and actually engaged in work upon a highway at an emergency scene. The driver of a vehicle shall yield the right-of-way to any pedestrian upon a highway directly involved in the emergency scene.

(d) A person who violates subsection (c), (c-5), or (c-10), of this Section commits a business offense punishable by a fine of not less than \$250 or more than \$10,000 for a first violation, and a fine of not less than \$750 or more than \$10,000 for a second or subsequent violation. It is a factor in aggravation if the person committed the offense while in violation of Section 11-501, 12-610.1, or 12-610.2 of this Code. Imposition of the penalties authorized by this subsection (d) for a violation of subsection (c) of



this Section that results in the death of another person does not preclude imposition of appropriate additional civil or criminal penalties. A person who violates subsection (c) and the violation results in damage to another vehicle commits a Class A misdemeanor. A person who violates subsection (c) and the violation results in the injury or death of another person commits a Class 4 felony.

(e) If a violation of subsection (c), (c-5), or (c-10), of this Section results in damage to the property of another person, in addition to any other penalty imposed, the person's driving privileges shall be suspended for a fixed period of not less than 90 days and not more than one year.

(f) If a violation of subsection (c), (c-5), or (c-10), of this Section results in injury to another person, in addition to any other penalty imposed, the person's driving privileges shall be suspended for a fixed period of not less than 180 days and not more than 2 years.

(g) If a violation of subsection (c), (c-5), or (c-10), of this Section results in the death of another person, in addition to any other penalty imposed, the person's driving privileges shall be suspended for 2 years.

(h) The Secretary of State shall, upon receiving a record of a judgment entered against a person under subsection (c), (c-5), or (c-10), of this Section:

- (1) suspend the person's driving privileges for the mandatory period; or
- (2) extend the period of an existing suspension by the appropriate mandatory period.

(i) The Scott's Law Fund shall be a special fund in the State treasury. Subject to appropriation by the General Assembly and approval by the Director, the Director of the State Police shall use all moneys in the Scott's Law Fund in the Department's discretion to fund the production of materials to educate drivers on approaching stationary authorized emergency vehicles, to hire off-duty Illinois State Police for enforcement of this Section, and for other law enforcement purposes the Director deems necessary in these efforts.

(j) For violations of this Section issued by a county or municipal police officer, the assessment shall be deposited into the county's or municipality's Transportation Safety Highway Hire-back Fund. The county shall use the moneys in its Transportation Safety Highway Hire-back Fund to hire off-duty county police officers to monitor construction or maintenance zones in that county on highways other than interstate highways. The county, in its discretion, may also use a portion of the moneys in its Transportation Safety Highway Hire-back Fund to purchase equipment for county law enforcement and fund the production of materials to educate drivers on construction zone safe driving habits and approaching stationary authorized emergency vehicles.

(k) In addition to other penalties imposed by this Section, the court may order a person convicted of a violation of subsection (c), (c-5), or (c-10), to perform community service as determined by the court.

625 ILCS 5/11-907.5 – MOVE OVER LAW FOR DISABLED VEHICLES

(a) Upon approaching a disabled vehicle with lighted hazard lights on a highway having at least 4 lanes, of which at least 2 are proceeding in the same direction, a driver of a vehicle shall:

- (1) proceeding with due caution, yield the right-of-way by making a lane change into a lane not adjacent to that of the disabled vehicle, if possible with due regard to safety and traffic conditions;



or (2) if changing lanes would be impossible or unsafe proceeding with due caution, reduce the speed of the vehicle, maintaining a safe speed for road conditions and leaving a safe distance until safely past the stationary vehicles.

(b) A person who violates subsection (a) of this Section commits a petty offense.

625 ILCS 5/11-908 – MOVE OVER LAW FOR CONSTRUCTION ZONES

(a) The driver of a vehicle shall yield the right-of-way to any authorized vehicle or pedestrian actually engaged in work upon a highway within any highway construction or maintenance area indicated by official traffic-control devices.

(a-1) Upon entering a construction or maintenance zone when workers are present, a person who drives a vehicle shall:

(1) proceeding with due caution, yield the right-of-way by making a lane change into a lane not adjacent to that of the workers present, if possible with due regard to safety and traffic conditions, if on a highway having at least 4 lanes with not less than 2 lanes proceeding in the same direction as the approaching vehicle, and reduce the speed of the vehicle to a speed that is reasonable and proper with regard to traffic conditions and the use of the highway to avoid a collision and leaving a safe distance until safely past the construction or maintenance zone; or

(2) proceeding with due caution, reduce the speed of the vehicle to a speed that is reasonable and proper with regard to traffic conditions and the use of the highway to avoid a collision until safely past the construction or maintenance zone, maintaining a safe speed for road conditions, if changing lanes would be impossible or unsafe.

(a-2) A person who violates subsection (a-1) of this Section commits a business offense punishable by a fine of not less than \$100 and not more than \$25,000. It is a factor in aggravation if the person committed the offense while in violation of Section 11-501 of this Code.

(a-3) If a violation of subsection (a-1) of this Section results in damage to the property of another person, in addition to any other penalty imposed, the person's driving privileges shall be suspended for a fixed period of not less than 90 days and not more than one year.

(a-4) If a violation of subsection (a-1) of this Section results in injury to another person, in addition to any other penalty imposed, the person's driving privileges shall be suspended for a fixed period of not less than 180 days and not more than 2 years.

(a-5) If a violation of subsection (a-1) of this Section results in the death of another person, in addition to any other penalty imposed, the person's driving privileges shall be suspended for 2 years.

(a-6) The Secretary of State shall, upon receiving a record of a judgment entered against a person under subsection (a-1) of this Section:

(1) suspend the person's driving privileges for the mandatory period; or

(2) extend the period of an existing suspension by the appropriate mandatory period.

(b) The driver of a vehicle shall yield the right-of-way to any authorized vehicle obviously and actually engaged in work upon a highway whenever the vehicle engaged in construction or maintenance work displays flashing lights as provided in Section 12-215 of this Act.



(c) The driver of a vehicle shall stop if signaled to do so by a flagger or a traffic control signal and remain in such position until signaled to proceed. If a driver of a vehicle fails to stop when signaled to do so by a flagger, the flagger is authorized to report such offense to the State's Attorney or authorized prosecutor. The penalties imposed for a violation of this subsection (c) shall be in addition to any penalties imposed for a violation of subsection (a-1).

625 ILCS 5/11-402 – DRIVER REMOVAL, QUICK CLEARANCE LAW

(a) The driver of any vehicle involved in a motor vehicle crash resulting only in damage to a vehicle which is driven or attended by any person shall immediately stop such vehicle at the scene of such motor vehicle crash or as close thereto as possible, but shall forthwith return to and in every event shall remain at the scene of such motor vehicle crash until the requirements of Section 11-403 have been fulfilled. A driver does not violate this Section if the driver moves the vehicle as soon as possible off the highway to the nearest safe location on an exit ramp shoulder, a frontage road, the nearest suitable cross street, or other suitable location that does not obstruct traffic and remains at that location until the driver has fulfilled the requirements of Section 11-403. Every such stop shall be made without obstructing traffic more than is necessary. If a damaged vehicle is obstructing traffic lanes, the driver of the vehicle must make every reasonable effort to move the vehicle or have it moved so as not to block the traffic lanes. Any person failing to comply with this Section shall be guilty of a Class A misdemeanor.

AUTHORITY REMOVAL LAWS

625 ILCS 5/11-402(c)(d)

(c) If any peace officer or highway authority official finds (i) a vehicle standing upon a highway or toll highway in violation of a prohibition, limitation, or restriction on stopping, standing, or parking imposed under this Code or (ii) a disabled vehicle that obstructs the roadway of a highway or toll highway, the peace officer or highway authority official is authorized to move the vehicle or to require the operator of the vehicle to move the vehicle to the shoulder of the road, to a position where parking is permitted, or to public parking or storage premises. The removal may be performed by, or under the direction of, the peace officer or highway authority official or may be contracted for by local authorities. After the vehicle has been removed, the peace officer or highway authority official shall follow appropriate procedures, as provided in Section 4-203 of this Code.

(d) A towing service, its officers, and its employees are not liable for loss of or damages to any real or personal property that occurs as the result of the removal or towing of any vehicle under subsection (c), as provided in subsection (b) of Section 4-213.

625 ILCS 5/4-203(d)

((d) When an abandoned, unattended, wrecked, burned or partially dismantled vehicle is creating a traffic hazard because of its position in relation to the highway or its physical appearance is causing the impeding of traffic, its immediate removal from the highway or private property adjacent to the highway by a towing service may be authorized by a law enforcement agency having jurisdiction.

625 ILCS 5/4-213(b)

(b) A towing service, and any of its officers or employees, that removes or tows a vehicle as a result of being directed to do so by a law enforcement officer or agency or a department of municipal government or its officers or employees shall not be held to answer or be liable for loss of or damages to any real or personal property that occurs in the course of the removal or towing of a vehicle or its contents (i) on a limited access highway in a designated Incident Management Program that uses



fast lane clearance techniques as defined by the Department of Transportation or (ii) at the direction of a peace officer, a highway authority official, or a representative of local authorities, under Section 11-402 or 11-404 of this Code.

625 ILCS 5/11-213 – HIGHWAY CLOSURE AUTHORITY LAW FOR FIRE DEPARTMENTS – SHIB'S LAW

Power of a fire department officer; highway or lane closure. In the absence of a law enforcement officer or a representative of the highway agency having jurisdiction over the highway, an officer of a fire department, in the performance of his or her official duties, has the authority to close to traffic a highway, or a lane or lanes of a highway, as necessary to protect the safety of persons or property. In order to promote the safe implementation of this Section, the fire department officer shall utilize an official fire department vehicle with oscillating, rotating, or flashing lights in accordance with Section 12-215 of this Code and proper temporary traffic control in accordance with the sections of the Illinois Manual on Uniform Traffic Control Devices concerning temporary traffic control and incident management. The officer should also receive training in safe practices for accomplishing these tasks near traffic. This Section does not apply to highways under the jurisdiction of the Illinois State Toll Highway Authority. As used in this Section, "highway" has the meaning set forth in Section 1-126 of this Code.

LAW ENFORCEMENT VEHICLE IDENTIFICATION GUIDE

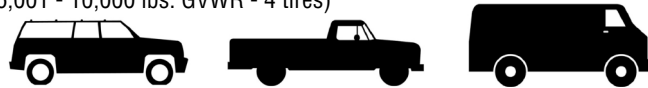
CLASS 1 - LIGHT-DUTY

(6,000 lbs. or less GVWR - 4 tires)*



CLASS 2 - LIGHT-DUTY

(6,001 - 10,000 lbs. GVWR - 4 tires)*



Class 1 through 2 include passenger cars, light trucks and mini vans, full size pickups, sport utility vehicles, full size vans

CLASS 1 AND 2 - LIGHT-DUTY TOW

Gross Vehicle Weight Rating (6,000 to 10,000 lbs.)

Passenger cars, small SUVs and pickup trucks

- | | |
|---|--|
| ☐ Year, make and model? | ☐ 4x4 or AWD? |
| ☐ Number of occupants? | ☐ Keys? |
| ☐ Full-size pickup or van? | ☐ Trailer? |
| ☐ Is it loaded? | ☐ What is the load? |

VEHICLES IN THESE CLASSES USUALLY HAVE FOUR TIRES.

CLASS 3 - LIGHT- OR MEDIUM-DUTY

(10,001 - 14,000 lbs. GVWR - 6 tires or more)*



CLASS 4 - MEDIUM-DUTY

(14,001 - 16,000 lbs. GVWR - 6 tires or more)*



CLASS 5 - MEDIUM-DUTY

(16,001 - 19,500 lbs. GVWR - 6 tires or more)*



CLASS 6 - MEDIUM-DUTY

(19,501 - 26,000 lbs. GVWR - 6 tires or more)*



Class 3 through 6 include a range of mid-sized to larger vehicles including delivery trucks, utility vehicles, motor homes, package parcel trucks, ambulances, small dump trucks, landscape vehicles, small flatbed and stake-type trucks, refrigerated and box trucks, small and medium-duty buses (school and local transit buses.)

CLASS 3, 4, 5 & 6 - LIGHT- OR MEDIUM-DUTY TOW

Gross Vehicle Weight Rating (10,001 up to 26,000 lbs.)

- | |
|--|
| ☐ Year, make and model? |
| ☐ Body type – pickup truck, box truck, flatbed, step van |
| ☐ What is the load and is it damaged? |
| ☐ Pickup, van, shuttle bus or motor home? |
| ☐ Number of occupants? ☐ Keys? |
| ☐ Vehicle description is critical to determine the proper tow vehicle |

VEHICLES IN THESE CLASSES USUALLY HAVE SIX TIRES.

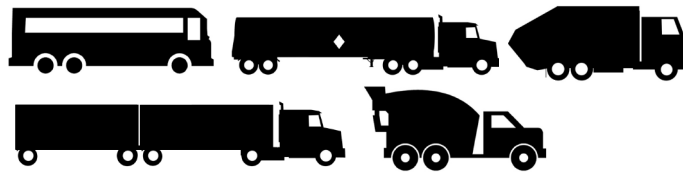
CLASS 7 - HEAVY-DUTY

(26,001 - 33,000 lbs. GVWR - 6 tires or more)*



CLASS 8 - HEAVY-DUTY

(33,001 lbs. and over GVWR - 10 tires or more)*



Class 7 and 8 include a range of heavier vehicles including large delivery trucks, motor coaches, all tractor-trailer combinations, refuse trucks, construction vehicles, etc.

CLASS 7 AND 8 - HEAVY-DUTY TOW

Gross Vehicle Weight Rating

(Class 7 - 26,001 to 33,000 lbs.)

(Class 8 - 33,001 and up to state limit)

- | | |
|--|--|
| ☐ Year, make and model? | ☐ Two or three axle truck or tractor-trailer? |
| ☐ Bus or motor home? | ☐ What is the load and is it damaged? |
| ☐ Number of occupants? | ☐ Keys? |

STRAIGHT TRUCKS, BUSES OR MOTOR HOMES IN THESE CLASSES WILL USUALLY HAVE SIX TO TEN TIRES. TRACTOR AND TRAILER COMBINATIONS WILL HAVE FOURTEEN OR MORE TIRES.

MOTORCYCLES - LIGHT-DUTY TOW

Sports motorcycle – off road/basic street type

Performance motorcycle – “racing” model type

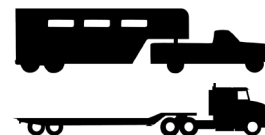
Touring motorcycle – large, heavy road touring type

Custom or 3-wheel motorcycle



TRAILERS - LIGHT-, MEDIUM- OR HEAVY-DUTY TOW

- | |
|---|
| ☐ Is it a truck and trailer to tow or just a trailer to tow? |
| ☐ Number of axles and what is it hauling or is it designed to haul? |
| ☐ Type of load or weight of load? |
| ☐ If a tow, does the trailer have a ball, pintle or a fifth wheel hitch? |



MOTOR HOMES - LIGHT-, MEDIUM- OR HEAVY-DUTY TOW

Class C – usually built on a van or pickup type truck chassis

Class A – usually built on a medium to large truck or bus chassis



LOCATION:

All locations are considered to be on the right hand shoulder unless advised the incident is in a lane of travel, in the center divider or off the road.

Locations should always be given so the tow truck can access the scene safely.

Freeway locations should always be given going in one direction, such as southbound south of a specific landmark or intersection.

REASON FOR THE TOW:

Service call, storage, wreck or recovery

Service call: Specify the reason, fuel, tire, etc.

Tow: Specify the reason

Storage: Arrest or impound tow

- ☐ Is the vehicle stripped, burned, flat tires or no wheels?

Wreck: Condition of the vehicle

- ☐ Is the vehicle/truck overturned?

- ☐ Are lanes blocked?

- ☐ Is the vehicle off the road? ☐ How far?

- ☐ Any special problems at the scene or special equipment needed?

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* **Note:** The Gross Vehicle Weight Rating (GVWR) of the vehicle to be towed or recovered can be found on the identification label on the vehicle's driver's side doorframe. The number of pounds listed on the label can then be compared with the DOT Classification Vehicle Type Chart for the correct DOT class.

CHAPTER 60. CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS

Section 60.01 General

Support:

- 01 The National Incident Management System (NIMS) requires the use of the Incident Command System (ICS) at traffic incident management scenes.
- 02 A traffic incident is an emergency road user occurrence, a natural disaster, or other unplanned event that affects or impedes the normal flow of traffic.
- 03 A traffic incident management area is an area of a highway where temporary traffic controls are installed, as authorized by a public authority or the official having jurisdiction of the roadway, in response to a road user incident, natural disaster, hazardous material spill, or other unplanned incident. It is a type of TTC zone and extends from the first warning device (such as a sign, light, or cone) to the last TTC device or to a point where vehicles return to the original lane alignment and are clear of the incident.
- 04 Traffic incidents can be divided into three general classes of duration, each of which has unique traffic control characteristics and needs. These classes are:
- A. Major—expected duration of more than 2 hours,
 - B. Intermediate—expected duration of 30 minutes to 2 hours, and
 - C. Minor—expected duration under 30 minutes.
- 05 The primary functions of TTC at a traffic incident management area are to inform road users of the incident and to provide guidance information on the path to follow through the incident area. Alerting road users and establishing a well-defined path to guide road users through the incident area will serve to protect the incident responders and those involved in working at the incident scene and will aid in moving road users expeditiously past or around the traffic incident, will reduce the likelihood of secondary traffic crashes, and will preclude unnecessary use of the surrounding local road system. Examples include a stalled vehicle blocking a lane, a traffic crash blocking the traveled way, a hazardous material spill along a highway, and natural disasters such as floods and severe storm damage.

Guidance:

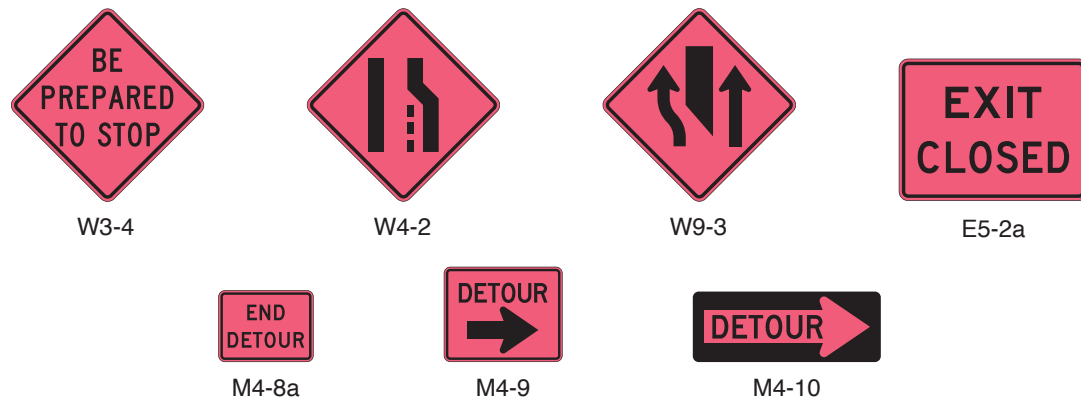
- 06 *In order to reduce response time for traffic incidents, highway agencies, appropriate public safety agencies (law enforcement, fire and rescue, emergency communications, emergency medical, and other emergency management), and private sector responders (towing and recovery and hazardous materials contractors) should mutually plan for occurrences of traffic incidents along the major and heavily traveled highway and street system.*
- 07 *On-scene responder organizations should train their personnel in TTC practices for accomplishing their tasks in and near traffic and in the requirements for traffic incident management contained in this Manual. On-scene responders should take measures to move the incident off the traveled roadway or to provide for appropriate warning. All on-scene responders and news media personnel should constantly be aware of their visibility to oncoming traffic and wear high-visibility apparel. Planning and training should include incorporation of estimated time durations to clear the event as part of their initial incident estimate. When events are deemed as probable Major Traffic Incidents that could generate prolonged lane or road closures, notification of all affected agencies should be initiated as part of the initial incident report that is provided to the emergency communications center who would then be responsible for making notifications to appropriate state, regional, and local agencies and resources for the purpose of ramping up and responding as quickly as possible thus facilitating a more rapid transition from emergency TTC to an MUTCD-compliant TTC zone when warranted.*
- 08 *Emergency vehicles arriving at an incident should be positioned in a manner that attempts to protect both the responders performing their duties and road users traveling through the incident scene, while minimizing, to the extent practical, disruption of the adjacent traffic flow. Emergency vehicle positions should optimize traffic flow through the incident scene. All emergency vehicles that subsequently arrive should be positioned in a manner that does not interfere with the established temporary traffic flow.*
- 09 *Responders arriving at a traffic incident should estimate the magnitude of the traffic incident, the expected time duration of the traffic incident, and the expected vehicle queue length, and then should set up the appropriate temporary traffic controls for these estimates.*

Option:

- 10 Warning and guide signs used for TTC traffic incident management situations may have a black legend and border on a fluorescent pink background (see Figure 60-1).

Support:

- 11 While some traffic incidents might be anticipated and planned for, emergencies and disasters might pose more severe and unpredictable problems. The ability to quickly install proper temporary traffic controls might greatly reduce the effects of an incident, such as secondary crashes or excessive traffic delays. An essential part of fire, rescue, spill clean-up, highway agency, and enforcement activities is the proper control of road users through the

Figure 6O-1. Examples of Traffic Incident Management Area Signs

traffic incident management area in order to protect responders, victims, and other personnel at the site. These operations might need corroborating legislative authority for the implementation and enforcement of appropriate road user regulations, parking controls, and speed zoning. It is desirable for these statutes to provide sufficient flexibility in the authority for, and implementation of, TTC to respond to the needs of changing conditions found in traffic incident management areas.

Option:

- 12 For traffic incidents, particularly those of an emergency nature, TTC devices on hand may be used for the initial response as long as they do not themselves create unnecessary additional hazards.

Support:

- 13 The establishment, maintenance, and prompt removal of lane diversions can be effectively managed by interagency planning that includes representatives of highway and public safety agencies.

Guidance:

- 14 All traffic control devices needed to set up the TTC at a traffic incident should be available so that they can be readily deployed for all major traffic incidents. The TTC should include the proper traffic diversions, tapered lane closures, and upstream warning devices to alert traffic approaching the queue and to encourage early diversion to an appropriate alternative route.

- 15 Attention should be paid to the upstream end of the traffic queue such that warning is given to road users approaching the back of the queue.

- 16 If manual traffic control is needed, it should be provided by qualified flaggers or uniformed law enforcement officers.

Option:

- 17 If flaggers are used to provide traffic control for an incident management situation, the flaggers may use appropriate traffic control devices that are readily available or that can be brought to the traffic incident scene on short notice.

Guidance:

- 18 When light sticks or flares are used to establish the initial traffic control at incident scenes, channelizing devices (see Section 6K.01) should be installed as soon thereafter as practical.

Option:

- 19 The light sticks or flares may remain in place if they are being used to supplement the channelizing devices.

Guidance:

- 20 The light sticks, flares, and channelizing devices should be removed after the incident is terminated.

Section 6O.02 Major Traffic Incidents

Support:

- 01 Major traffic incidents are typically traffic incidents involving hazardous materials, fatal traffic crashes involving numerous vehicles, and other natural or man-made disasters. These traffic incidents typically involve closing all or part of a roadway facility for a period exceeding 2 hours.

Guidance:

- 02 If the traffic incident is anticipated to last more than 24 hours, applicable procedures and devices set forth in other Chapters of Part 6 should be used.

Support:

- 03 A road closure can be caused by a traffic incident such as a road user crash that blocks the traveled way. Road users are usually diverted through lane shifts or detoured around the traffic incident and back to the original roadway. A combination of traffic engineering and enforcement preparations is needed to determine the detour route, and to install, maintain, or operate, and then to remove the necessary traffic control devices when the detour is terminated. Large trucks are a significant concern in such a detour, especially when detouring them from a controlled-access roadway onto local or arterial streets.
- 04 During traffic incidents, large trucks might need to follow a route separate from that of automobiles because of bridge, weight, clearance, or geometric restrictions. Also, vehicles carrying hazardous material might need to follow a different route from other vehicles.
- 05 Some traffic incidents such as hazardous material spills might require closure of an entire highway. Through road users must have adequate guidance around the traffic incident. Maintaining good public relations is desirable. The cooperation of the news media in publicizing the existence of, and reasons for, traffic incident management areas and their TTC can be of great assistance in keeping road users and the general public well informed.

Section 60.03 Intermediate Traffic Incidents**Support:**

- 01 Intermediate traffic incidents typically affect travel lanes for a time period of 30 minutes to 2 hours, and usually require traffic control on the scene to divert road users past the blockage. Full roadway closures might be needed for short periods during traffic incident clearance to allow traffic incident responders to accomplish their tasks.

Section 60.04 Minor Traffic Incidents**Support:**

- 01 Minor traffic incidents are typically disabled vehicles and minor crashes that result in lane closures of less than 30 minutes. On-scene responders are typically law enforcement and towing companies, and occasionally highway agency service patrol vehicles.
- 02 Diversion of traffic into other lanes is often not needed or is needed only briefly. It is not generally possible or practical to set up a lane closure with traffic control devices for a minor traffic incident. Traffic control is the responsibility of on-scene responders.

Guidance:

- 03 *When a minor traffic incident blocks a travel lane, the vehicles involved in the incident should be moved from the blocked lane to the shoulder as quickly as possible.*

Section 60.05 Use of Emergency-Vehicle Lighting**Support:**

- 01 The use of emergency-vehicle lighting (such as high-intensity rotating, flashing, oscillating, or strobe lights) is essential, especially in the initial stages of a traffic incident, for the safety of emergency responders and persons involved in the traffic incident, as well as road users approaching the traffic incident. Emergency-vehicle lighting, however, provides warning only and provides no effective traffic control. The use of too many lights at an incident scene can be distracting and can create confusion for approaching road users, especially at night. Road users approaching the traffic incident from the opposite direction on a divided facility are often distracted by emergency-vehicle lighting and slow their vehicles to look at the traffic incident posing a hazard to themselves and others traveling in their direction.
- 02 The use of emergency-vehicle lighting can be reduced if good traffic control has been established at a traffic incident scene. This is especially true for major traffic incidents that might involve a number of emergency vehicles. If good traffic control is established through placement of advance warning signs and traffic control devices to divert or detour traffic, then public safety agencies can perform their tasks on scene with minimal emergency-vehicle lighting.

Guidance:

- 03 *Public safety agencies should examine their policies on the use of emergency-vehicle lighting, especially after a traffic incident scene is secured, with the intent of reducing the use of this lighting as much as possible while not endangering those at the scene. Special consideration should be given to reducing or extinguishing forward facing emergency-vehicle lighting, especially on divided roadways, to reduce distractions to oncoming road users.*
- 04 *Because the glare from floodlights or vehicle headlights can impair the nighttime vision of approaching road users, any floodlights or vehicle headlights that are not needed for illumination, or to provide notice to other road users of an incident response vehicle being in an unexpected location, should be turned off at night.*

- E. Special Devices—these include rumble strips, changeable message signs, hazard identification beacons, flags, and warning lights. Intrusion warning devices may be used to alert workers to the approach of errant vehicles.

Support:

- 05 Judicious use of the special devices described in Item E in Paragraph 4 of this Section might be helpful for certain difficult TTC situations, but misuse or overuse of special devices or techniques might lessen their effectiveness.

Section 6C.05 High-Visibility Safety Apparel

Standard:

- 01 **For daytime and nighttime activity, all workers, including emergency responders, within the right-of-way who are within the TTC zone shall wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107–2015 publication entitled “American National Standard for High-Visibility Safety Apparel and Headwear,” or equivalent revisions, except as provided in Paragraph 4 of this Section. A person designated by the employer to be responsible for worker safety shall make the selection of the appropriate class of garment.**
- 02 **The apparel background (outer) material color shall be fluorescent orange-red, fluorescent yellow-green, or a combination of the two as defined in the ANSI standard. The retroreflective material shall be orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors.**
- 03 **When uniformed law enforcement personnel are used to direct traffic, to investigate crashes, or to handle lane closures, obstructed roadways, and disasters, high-visibility safety apparel as described in this Section shall be worn by the law enforcement personnel.**

Option:

- 04 Emergency and incident responders and law enforcement personnel within the TTC zone may wear high-visibility safety apparel that meets the performance requirements of the ANSI/ISEA 207-2006 publication entitled “American National Standard for High-Visibility Public Safety Vests,” or equivalent revisions, and labeled as ANSI 207-2006, in lieu of ANSI/ISEA 107-2015 apparel.

Standard:

- 05 **Except as provided in Paragraph 6 of this Section, firefighters or other emergency responders working within the right-of-way shall wear high-visibility safety apparel as described in this Section.**

Option:

- 06 Firefighters or other emergency responders working within the right-of-way and engaged in emergency operations that directly expose them to flame, fire, heat, and/or hazardous materials may wear retroreflective turn-out gear that is specified and regulated by other organizations, such as the National Fire Protection Association.

Guidance:

- 07 *For flagger wear during nighttime activity, high-visibility safety apparel that meets the Performance Class 3 requirements of the ANSI/ISEA 107–2015 publication entitled “American National Standard for High-Visibility Apparel and Headwear,” or equivalent revision, and labeled as meeting the ANSI 107-2015 standard performance for Class 3 risk exposure should be worn.*

**Interim Guidance for Electric and Hybrid-Electric Vehicles
Equipped With High-Voltage Batteries
(Law Enforcement/Emergency Medical Services/Fire Department)**

Version 2

Electric and Hybrid-Electric Vehicle Considerations

In the event of damage, fire, or flooding involving an electric vehicle (EV) or hybrid-electric vehicle (HEV):

- Always assume the high-voltage (HV) battery and associated components are energized and fully charged.
- Exposed electrical components, wires, and HV batteries present potential HV shock hazards.
- Venting/off-gassing HV battery vapors are potentially toxic and flammable.
- Physical damage to the vehicle or HV battery may result in immediate or delayed release of toxic and/or flammable gases and fire.
- A HV battery in a flooded vehicle may have high voltage and short circuits that can shock and cause fires.

DETERMINE IF THE VEHICLE IS AN ELECTRIC OR HYBRID-ELECTRIC VEHICLE, and if it is, advise Dispatch and all responders that an electric or hybrid-electric vehicle is involved.

IF YOUR LOCAL STANDARD OPERATING PROCEDURES (SOPs) ALLOW IT AND YOU ARE PROPERLY TRAINED AND EQUIPPED, which includes using personal protective equipment, then consider the following:

Vehicle Shutdown and High-Voltage System Disabling

IMMOBILIZE VEHICLE

- Always approach vehicle from the sides to stay out of potential travel path. It may be difficult to determine if the vehicle is running due to lack of engine noise.
- If possible, chock the tires, place the vehicle in Park, and set the parking brake.

DISABLE VEHICLE

- Turn off the vehicle, activate hazard lights, and move vehicle keys at least 16 feet away from the vehicle.
- Disconnect the vehicle's 12-volt battery.
- CAUTION: Safety restraints, air bags, and other safety systems may be active for up to 5 minutes after disconnecting the 12-volt battery.

Law Enforcement and Emergency Medical Services	Fire Department
CRASHES DAMAGING THE AREA OF THE HV BATTERY	
NOTE: Follow local standard operating procedures (SOPs) for personal protection and safety. • If you detect leaking fluids, sparks, smoke, flames, increased temperature, gurgling, popping, or hissing noises from the HV battery compartment, ventilate passenger area (i.e., roll down windows or open doors) and request fire department response. • If you detect any unusual odors or experience eye, nose, or throat irritation, move away from the vehicle and evacuate others from the immediate area. Rapid extrication may be needed for injured or trapped occupants. • Remain a safe distance upwind and uphill from the vehicle and out of the way of oncoming traffic until other appropriately equipped emergency responders arrive. • Avoid contact with orange high-voltage cabling and areas identified as high-voltage risk by warning labels	NOTE: Follow local standard operating procedures (SOPs) for personal protection and safety. • If you detect leaking fluids, sparks, smoke, flames, increased temperature, gurgling, or bubbling sounds from the HV battery compartment, assume there is a battery fire and ventilate the passenger area (i.e., roll down windows or open doors). • Move away from the vehicle and evacuate others from the immediate area if you detect any unusual odors or experience eye, nose, or throat irritation. Wear full Personal Protective Equipment (PPE) and Self-Contained Breathing Apparatus (SCBA). • Be alert. There is a potential for delayed fire with damaged lithium-ion batteries.
FIRES INVOLVING OR EXPOSING THE HV BATTERY	
• If you are unable to quickly remove the occupants, use a fire extinguisher to protect them from the flames. • As with any vehicle fire, the byproducts of combustion can be toxic and all individuals should be directed to move to a safe distance upwind and uphill from the vehicle fire and out of the way of oncoming traffic	NOTE: If the fire involves a lithium-ion battery, it will require large, sustained volumes of water for extinguishment. Consider defensive tactics and allow fire to burn out. • If there is active fire, follow local standard operating procedures (SOPs) for vehicle fires. Wear appropriate Personal Protective Equipment (PPE) and Self Contained Breathing Apparatus (SCBA). • If occupants are still inside the vehicle or trapped, a fire extinguisher may be used to protect the occupants until a hose line is available or the occupants are removed. Consider establishing a water supply to support long-term operation. • Use a hose line to apply water to extinguish the fire while continuing to cool the HV battery and its casing. Never attempt to penetrate the HV battery or its casing to apply water. • Avoid contact with orange high-voltage cabling and areas identified as high-voltage risk by warning labels. • Be alert. There is a potential for delayed ignition or re-ignition of a lithium-ion battery fire even after it is believed to be extinguished. This may remain an issue until the lithium-ion battery is properly discharged. • As with any vehicle fire, the byproducts of combustion can be toxic and all individuals should be directed to move to a safe distance upwind and uphill from the vehicle fire and out of the way of oncoming traffic.

Post-Incident

- Always assume the HV battery and associated components are energized and fully charged.
- Ensure that passenger and cargo compartments remain ventilated (i.e., open window, door, or trunk).
- Notify an authorized service center or vehicle manufacturer representative as soon as possible as there may be other steps they can take to secure and discharge the HV battery.
- Do not store a severely damaged vehicle with a lithium-ion battery inside a structure or within 50 feet of any structure, vehicle, or combustibles.
- Request fire department (if appropriate) if you observe leaking fluids, sparks, smoke, flames, or hear gurgling or bubbling from the HV battery.

Interim Guidance for Electric and Hybrid-Electric Vehicles Equipped With High-Voltage Batteries (Towing and Recovery Operators and Vehicle Storage Facilities)

Electric and Hybrid-Electric Vehicle Considerations

In the event of damage, fire, or flooding involving an electric vehicle (EV) or hybrid-electric vehicle (HEV):

- Always assume the high-voltage (HV) battery and associated components are energized and fully charged.
- Exposed electrical components, wires, and HV batteries present potential HV shock hazards.
- Venting/off-gassing HV battery vapors are potentially toxic and flammable.
- Physical damage to the vehicle or HV battery may result in immediate or delayed release of toxic and/or flammable gases and fire.
- A HV battery in a flooded vehicle may have high voltage and short circuits that can shock and cause fires.

- **DETERMINE IF THE VEHICLE IS AN ELECTRIC OR HYBRID-ELECTRIC VEHICLE**, and if it is, advise Dispatch and all responders that an electric or hybrid-electric vehicle is involved.
- Be alert. There is a potential for delayed fire with damaged lithium-ion batteries.
- Consult with the responding fire department to determine the actions it took.
- If you detect leaking fluids, sparks, smoke, flames, increased temperature, gurgling, popping, or hissing noises from the HV battery compartment, call 911.
- **Notify an authorized service center or vehicle manufacturer representative as soon as possible as there may be additional steps necessary you or they can take to secure and, discharge, handle, and store the HV battery and vehicle.**
- Notify the storage facility of your actions and the actions the Emergency Responders told you that they took.

If you are properly trained and equipped, which includes using personal protective equipment, then consider the following:

Vehicle Shutdown and High-Voltage System Disabling

RECOVERING/TRANSPORTING VEHICLE

- **Call an authorized service center or vehicle manufacturer representative to determine additional steps that you should take to safely recover or transport the vehicle.**
- Always approach vehicle from the sides to stay out of potential travel path. It may be difficult to determine if the vehicle is running due to lack of engine noise.
- Place vehicle in Park, set the parking brake, turn off the vehicle, activate hazard lights, and remove keys to a distance at least 16 feet from the vehicle until loading the vehicle for transport.
- Refer to vehicle manual/recovery guide to locate proper attachment/connection points and transport method.
- Avoid contact with orange high-voltage cabling and areas identified as high-voltage risk by warning labels.

STORING VEHICLE

- Do not store a severely damaged vehicle with a lithium-ion battery inside a structure or within 50 feet of any structure, vehicle, or combustibles.
- Ensure that passenger and cargo compartments remain ventilated.
- Prior to placing and while located in storage area/tow lot, continue to inspect vehicle for leaking fluids, sparks, smoke, flames, gurgling, or bubbling sounds from the HV battery and call 911 if any of these are detected.
- Maintain clear access to stored vehicles for monitoring and emergency response if needed.



Interim Guidance for Electric and Hybrid-Electric Vehicles Equipped With High-Voltage Batteries (Vehicle Owner/General Public)

Electric and Hybrid-Electric Vehicle Considerations

In the event of damage, fire, or flooding involving an electric vehicle (EV) or hybrid-electric vehicle (HEV):

- Always assume the high-voltage (HV) battery and associated components are energized and fully charged.
- Exposed electrical components, wires, and HV batteries present potential HV shock hazards.
- Venting/off-gassing HV battery vapors are potentially toxic and flammable.
- Physical damage to the vehicle or HV battery may result in immediate or delayed release of toxic and/or flammable gases and fire.
- A HV battery in a flooded vehicle may have high voltage and short circuits that can shock and cause fires.

Vehicle Information and General Safety Practices

- Know the make and model of your vehicle.
- Review the owner's manual and become familiar with your vehicle's safety information and recommended safety practices.
- Do not attempt to repair damaged electric and hybrid-electric vehicles yourself. Contact an authorized service center or vehicle manufacturer representative for service.

Crashes

A crash or impact significant enough to require an emergency response for conventional vehicles would also require the same response for an electric or hybrid-electric vehicle.

If possible

- Move your car to a safe, nearby location and remain on the scene.
- Roll down windows before shutting vehicle off.
- Place vehicle in Park, set parking brake, turn off the vehicle, activate hazard lights, and move key(s) at least 16 feet away from the vehicle.

Always

- Call 911 if assistance is needed and advise that an electric or hybrid-electric vehicle is involved.
- Do not touch exposed electrical components or the engine compartment, as a shock hazard may exist.
- Avoid contact with leaking fluids and gases, and remain out of the way of oncoming traffic until emergency responders arrive.
- When emergency responders arrive, tell them that the vehicle involved is an EV or HEV.

Fires

As with any vehicle, call 911 immediately if you see sparks, smoke, or flames coming from the vehicle.

- Exit the vehicle immediately.
- Advise 911 that an electric or hybrid-electric vehicle is involved.
- As with any vehicle fire, do not inhale smoke, vapors, or gas from the vehicle, as they may be hazardous.
- Remain a safe distance upwind and uphill from the vehicle fire.
- Stay out of the roadway and stay out of the way of any oncoming traffic while awaiting the arrival of emergency responders.

Flooding

- Remain a safe distance away and do NOT attempt physical contact with the vehicle.
- Immediately call 911 and advise that an electric or hybrid-electric vehicle is involved

Post-Incident

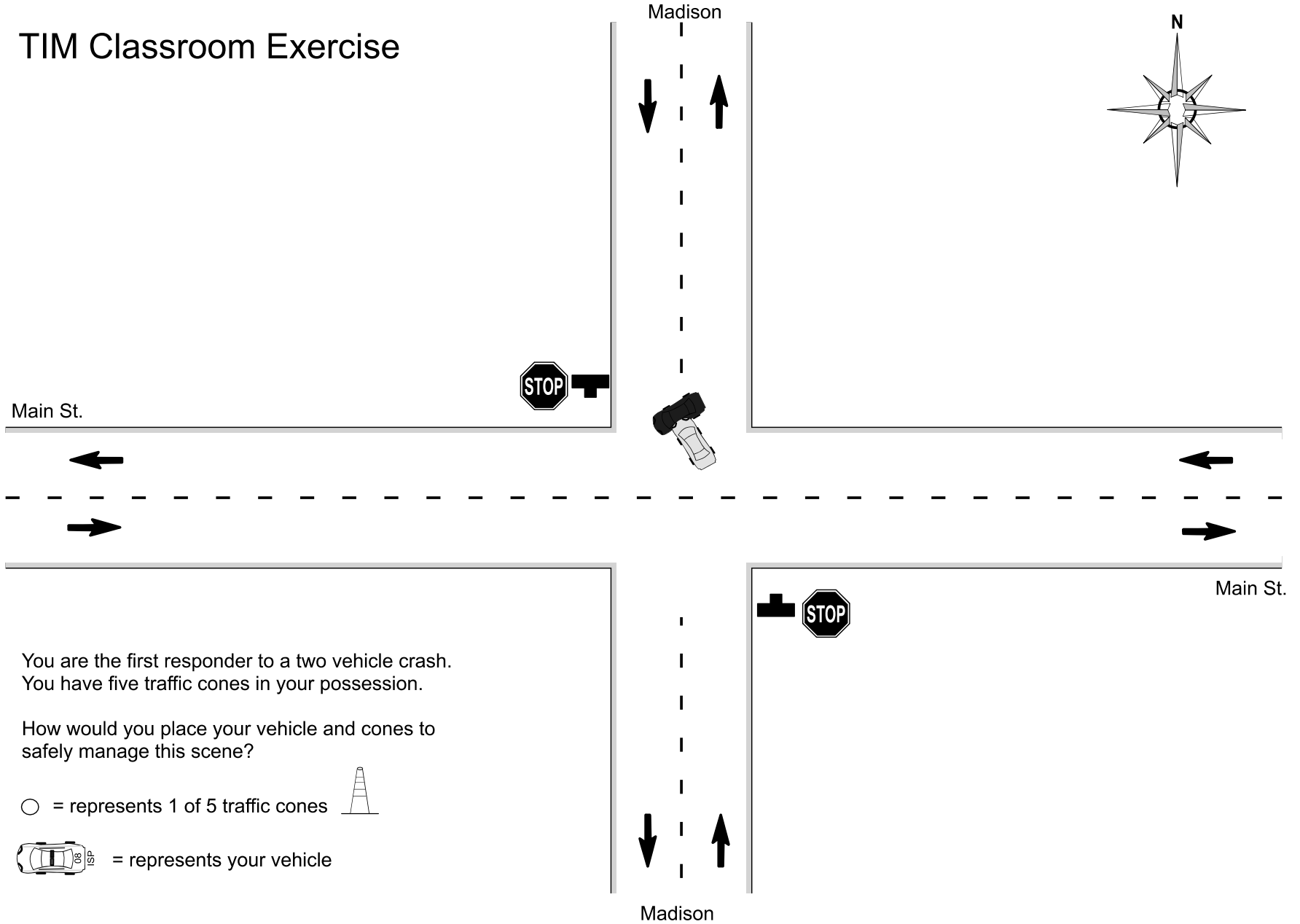
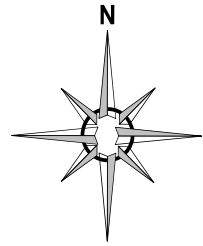
- Do not store a severely damaged vehicle with a lithium-ion battery inside a structure or within 50 feet of any structure, vehicle, or combustible.
- Ensure that passenger and cargo compartments remain ventilated (i.e., open window, door, or trunk).
- Notify an authorized service center or vehicle manufacturer representative as soon as possible, as there may be other steps they can take to secure and discharge the HV battery.
- Call 911 if you observe leaking fluids, sparks, smoke, or flames, or hear gurgling or bubbling from the HV battery.



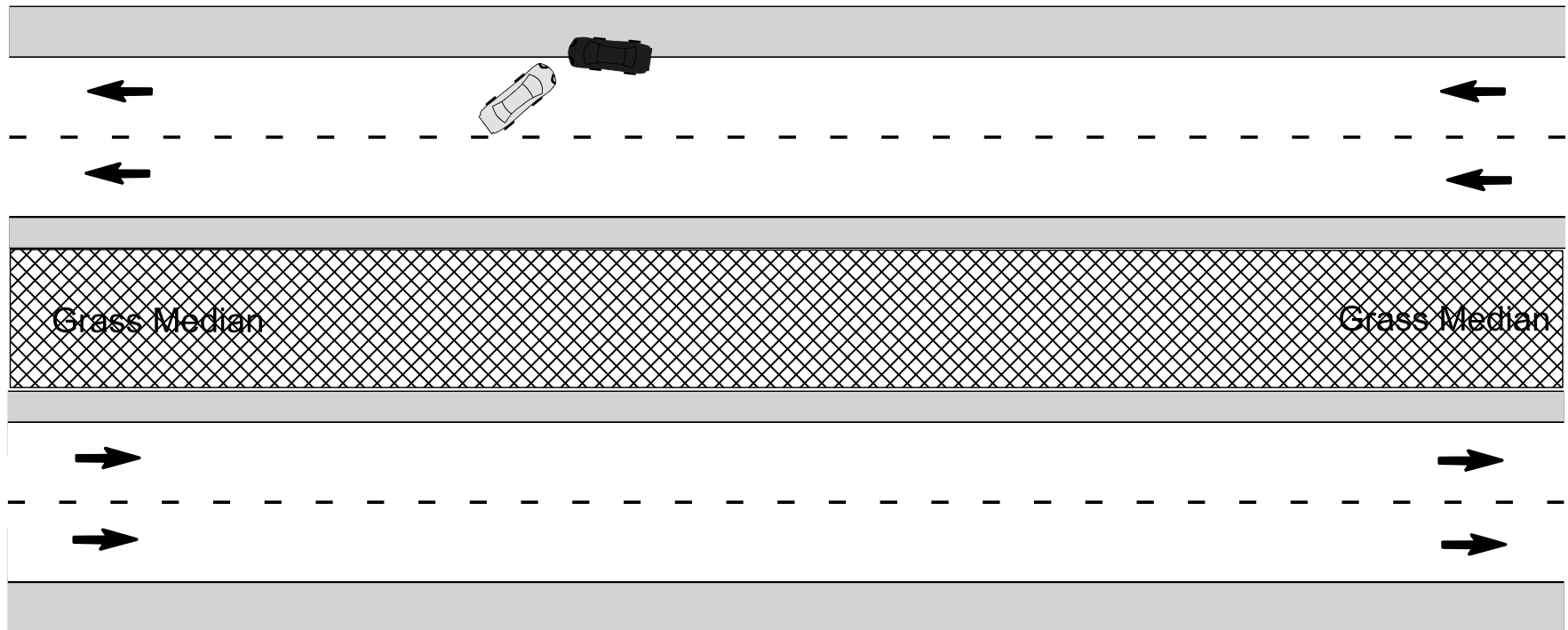
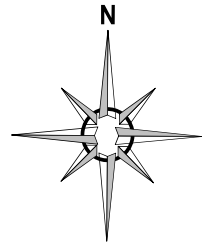
Reporting Hazmat Releases to IEMA

- State law requires hazardous material/chemical releases above the reportable quantity (RQ) to be reported to IEMA at **(217) 782-7860**
- The RQ for auto fluids (fuel tank, engine or cargo): diesel and gasoline = 25 gal; motor oil = 42 gal.
- The RQ for some hazardous cargo can be less than one gallon
- Police and emergency responders should inform the Responsible Party (RP) they must report the release to IEMA before leaving the scene, but anyone can and *should* report it if the RP fails to do so
- If unsure whether it's reportable, then report it so it can be documented and cleaned up. There is NO penalty for over-reporting

TIM Classroom Exercise



TIM Classroom Exercise



You are the first responder to a two vehicle crash.
You have five traffic cones in your possession.

How would you place your vehicle and cones to
safely manage this scene?

○ = represents 1 of 5 traffic cones



 = represents your vehicle